

## Shipping.

**Steamers.**

**STEAM TO YOKOHAMA, VIA NAGASAKI AND KORE.**  
(*Passing through the INLAND SEA.*)  
The P. & O. S. N. Co.'s  
Steamship  
*Khica*  
will leave for the above  
places on **TUESDAY, 17th Inst.,** at Day-  
light.  
**E. L. WOODIN,**  
*Superintendent.*  
P. & O. S. N. Co.'s Office,  
Hongkong, September 10, 1889. 1766

**STEAM TO STRAITS, COLOMBO AND BOMBAY.**  
The P. & O. S. N. Co.'s  
Steamship  
*Gucior*  
will leave for the above  
places at Noon, on **THURSDAY, the 12th**  
September.  
**E. L. WOODIN,**  
*Superintendent.*  
P. & O. S. N. Co.'s Office,

FOR SHANGHAI, KOBE AND  
YOKOHAMA.

The Steamship  
*Claymore*,  
Captain FELGATE, will  
be despatched for the

above Ports on or about the 12th Instant.  
For Freight or Passage, apply to  
**ADAMSON, BELL & Co.,**  
Agents.  
Hongkong, September 6, 1889. 1738

**STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.**  
(Passing through the INLAND SEA.)  
The P. & O. S. N. Co.'s Steamship  
*Verona*,  
will leave for the above places at Daylight, on FRIDAY, the 13th Instant.  
E. L. WOODEN,  
Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, September 4, 1889. 1738


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**OCEAN STEAMSHIP COMPANY.**  
**FOR SEANGHAI**  
(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)  
The Co.'s Steamship  
*Lacerte*,  
Captain **SOALL**, will be dispatched as above on FRIDAY, the 13th Instant.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**

Hongkong, September 6, 1889. 1739

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**STEAM TO LONDON (DIRECT).**  
*Calling at INTERMEDIATE PORTS.*  
The P. & O. S. N. Co.

 **Steamship**  
**Shanghai**  
will leave for the above  
place on or about **SATURDAY, 14th Sept.**  
at Noon. This Vessel is disconnected from  
the mail services, but has excellent accom-  
modation for through Passengers (First  
Class) and through passengers (First  
Class).

Light, Deck Cabins. Surgeon carried, &c.  
E. L. WOODIN,  
Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, August 15, 1889. 159  
FOR SINGAPORE, HAVRE AND  
HAMBURG.

ANTWERP, AMSTERDAM, ROTTER  
DAM, LONDON, LIVERPOOL  
and BREMEN.)

The Steamship  
*Hesperia*,  
Captain I. MANGEN

above Ports on **THURSDAY**, the 19<sup>th</sup>  
Instant, at 10 a.m.  
For Freight or Passage, apply to  
**SIEMSEN & Co.,**  
Agents.

Hongkong, September 10, 1880. 176

**OCEAN STEAMSHIP COMPANY.**  
**FOR LONDON VIA SUEZ CANAL.**

 The Co.'s Steamship  
*Neslor*,  
Captain ELDEN, will be  
despatched as above on  
**THURSDAY, the 19th Instant.**

Passengers for Europe desiring to proceed  
OVERLAND, can, on application to the Under-  
signed, have their Tickets endorsed for  
surrender at Algiers in exchange for Coupons

Company's express boats), and thence to  
PARIS or LONDON. Algiers is 23 hours  
steam from Marseilles, and thence to Lon-  
don occupies about the same time.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, September 10, 1889. 176

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## Sailing Vessels.

FOR SAN FRANCISCO.

The 3/3 L.I.E. British Ship  
Harvest Queen,  
E. A. FOMERTON, Master, will  
load here for the above Port  
and will have quick despatch.  
For Freight apply to

RUSSELL & Co.  
Hongkong, September 7, 1889. 174

FOR NEW YORK.

The S/S L.I.: American Bark  
*Richard Parsons*,  
THORNBER, Master, will leave  
here for the above Port, and  
will have quick despatch.

For Freight, apply to  
RUSSELL & Co.  
Hongkong, July 25, 1889. 175



Two small Korean ponies arrived at Shanghai last Friday in the evening. One of

After (says the *London and China Express*) the £20,000 for a plot of a few square miles in the territory of the Peking Corporation has been made.

mann & Co. Papers found at Place's house showed his complicity with Maher, the other Portuguese, who has absconded to Hongkong. Place is accordingly committed for trial at Macao, and will be sent to that place this morning. None of the stolen property has been recovered.

THE House of Lords have just given their decision in the appeal case of Colquhoun v. Brooks on the question of the liability of colonial incomes to the payment of English income tax. The Divisional Court decided that Mr. Henry Brooks, of Henry Brooks & Co. of London, and Brooks, Robt. son, & Co. of London, who resides solely in England,

his colonial business, whether remitted to England or not. The case being appealed, this decision was upset by the higher Court. A further appeal was made by the Crown, and the House of Lords have now decided that Mr. Brooks is only liable for the payment of the tax on such part of the income of his Melbourne business as is actually remitted to and realized in England.

Chinese capitalists are considering the ways and means of acquiring the mine. If they buy it they will probably make money out of it, for undeniably the tin is of a good quality. There is also talk of a European company being formed to buy the Rawang Mines and to be run under the supervisory direction of Mr Parkyn, an English mining expert. In any case it cannot enter very much to the present Rawang shareholders, for there is a \$20,000 deficit, and expenses are running on, so that from a sale they could not derive any benefit unless the price obtained was in excess of \$25,000.

to work such havoc above water with everything which opposed it, the Americans have now got what they consider an equally effective destructive agent, under water in the shape of the 'Sims-Edison' electric torpedo, which is to carry 250 to 500 lbs. of dynamite, according to size, and to be exploded by means of an electric cable from 50,000 ft. to 11,000 ft. long. A speed of over twenty miles an hour is said, though not officially, to have been obtained with it during the test experiments. The special advantages claimed for the new invention are that it is directed from a safe position on shore or on board ship; that as the propelling power is in the hands of the

self, it cannot become exhausted; that it is under perfect control, and can be steered in any direction; that it cannot be stopped by obstructions; that it is equally applicable for offensive or defensive purposes; and that it is of convenient size, light and portable, being easily stored in four sections which can be very rapidly put together again.

Mr. H. M. S. Eyeris, Captain Oldham, returned to Samoa on July 1915, having left on June 1st, 1915, under seal order from Admiral Fisher, Captain Oldham, was detailed for the United Group of Islands, 200 miles to the north; and the British flag was hoisted on the islands, which were formerly

annexed to Great Britain. At the principal island, Atafu, representative officials were appointed from the chiefs by Captain O'Leary. The Union Group is fertile and populous. The traders there are agents of Messieurs and McFarlane, of Auckland and London. The *Evoria* merchants trade in the Pacific, and sell furs for the skins of the *Evoria* and *Evoria* and *Evoria*. These are on *Evoria* islands, worked by Arundel Brothers, of London. None but the *Evoria* Island laborers are living there. The cause of the sudden annexation is the proximity of the *Evoria* islands to the route proposed for the Pacific cable. Affairs have been changed for the better, and order has been restored at least at Apia, where

His Majesty, the King of Siam, when recently returning from the Malay Peninsula, was accompanied by five Governors of four provinces, and that part of Siam, the strange names of which are now so common to our day, are brothers. Their names are Kow Siam Kong, Governor of Rattana, Kow Sim Ke, Governor of Lanphao, Kow Sim Bee, Governor of Kta, and Kow Sim Lak. Rie-

of these gentlemen was the first Governor of Raoang, and received his appointment from His Majesty King Phra Chom Klao, the present King of Siam, and after a life in which he enjoyed the confidence of his sovereign, he died, leaving a reputation for integrity and affection of those under who he ruled as governor, died at Raoang only a few years ago at the patriarchal age of 82 years. We understand that the Siamese provinces over which these brothers preside are perfect models of good government; the roads are many, and excellent; the whole of the surrounding country is laid out with carefully cultivated plantations, the residence of the governor of

As a *Devien* force. As regards trade, the mining flourishes in these states, and for the purpose of furthering commerce generally the Governors have, by procuring a serviceable steamboat, established communication between Penang and Rangoon and along the west coast of the Peninsula to Puoket (Spangseylon) Takua (Kopata) Mergai, etc. His Majesty the King, when recently down the coast, expressed himself particularly pleased by the reception afforded him by the Brothers Governors, and to show a sensible mark of his appreciation of their conduct and his pleasure at finding their states under such admirable local government, elevated the

Tha. Those we have met who have been fortunate enough to visit these provinces—both Siamese nobles and officials, as well as Europeans from Siam—speak in most enthusiastic terms of the hospitality they have received, and of the unvarying courtesy of these four gentlemen. — *Bangkok Times*.







## NOTICES TO CONSIGNEES.

CANADIAN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.  
STEAMSHIP BATAVIA, FROM VANCOUVER, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.

Cargo, impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL &amp; Co., Agents.

Hongkong, September 8, 1889. 1733

## SHIRE LINE OF STEAMERS.

S.S. CARDIGANSHIRE, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 15th Instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL &amp; Co., Agents.

Hongkong, September 8, 1889. 1747

## INSURANCES.

QUEEN FIRE INSURANCE COMPANY.

THE Underwriters, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON &amp; Co., Agents.

Hongkong, July 15, 1887. 1340

## Intimations.

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would be materially aided by the SENATE of the COLLEGE by forwarding to the ANNUAL MEMORIAL REPORT.

(1) Class Jars (for museum purposes).

(2) Illustrated Papers and Books for the Students' Reading Room and Library.

Address to

JAMES OANTLE, Hon. Sec. to the College.

Hongkong, August 7, 1888. 1317

## NOW READY.

VOLUNTEERS AND THE DEFENCE OF HONGKONG.

A SKETCH.

PRICE, — FIFTY CENTS.

To be had at Messrs. LANE, CRAWFORD &amp; Co., Messrs. KELLY &amp; WALSH, and Messrs. W. BROWNE &amp; Co.

August 14, 1889. 1882

## THE CHINESE MAIL.

(Wah Tai Yat Po.)

THIS paper is now issued every day. The subscription is fixed at Five Dollars per annum delivered in Hongkong, or Eleven Dollars Forty cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantee and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Press in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The said paper to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It is on the one hand, like any other paper, a source of information that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to

GEO. MURRAY BAIN, China Mail Office.

SAILOR'S HOME.

ANY Cast-off Clothing, Boots, or PATENT will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 26, 1887.

## SCOTT'S EMULSION

OF PURE COD LIVER OIL With Hypophosphites of Lime &amp; Soda.

PALATABLE AS MILK.

The only preparation of COD LIVER OIL that can be taken readily and tolerably for a long time.

AS A REMEDY FOR CONSUMPTION, BRONCHITIS, SCROFULOUS AFFECTIONS, ANEMIA, GENERAL DEBILITY, COUGH, AND THROAT AFFECTIONS, AND ALL WASTING DISEASES OF CHILDREN, IT IS UNRIVALLED IN ITS RESULTS.

Prescribed and endorsed by the best Physicians, SOLD BY ALL CHEMISTS.

Agents for China: Hongkong, Messrs. WATSON & Co. (LIMITED).

Hongkong, December 17, 1888. 2131

## Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES &amp; STEAMERS.

THE British Steamship BATAVIA, 2,553 Tons Register, WILLIAMSON, Commander, will be despatched for VANCOUVER, B.C. & KOBE and YOKOHAMA, on THURSDAY, the 13th September, at Noon.

To be followed by the S.S. PORT AUGUSTA, on 26th September, and S.S. PAKHUA, on 10th October.

Connections will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Lines, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To Vancouver & Victoria, (Mex.) \$210.00  
To all common points in Canada, 275.00  
To Liverpool ... .. 320.00  
To London ... .. 325.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and to Imperial Chinese and Japanese Consuls, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 11th September.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL &amp; Co., Agents.

Hongkong, August 23, 1889. 1674

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama and Honolulu, on THURSDAY, the 10th September, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To San Francisco ... .. \$220.00  
To San Francisco and return, (Round Trip) ... .. 593.75  
To Liverpool ... .. 325.00  
To London ... .. 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, August 15, 1889. 1570

## NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN &amp; HAMBURG, PORTS IN THE LEVANT, BLACK SEA &amp; BALTIC PORTS.

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON &amp; SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 20th day of September, 1889, at 4 p.m. the Company's Steamship BAYERN, Capt. J. MERZEL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till 10 a.m. Cargo will be received on board until 1 p.m. Specie and Parcels until 10 a.m. on the 20th September. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS &amp; Co., Agents.

Hongkong, August 31, 1889. 1692

## Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

ALSO

LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 12th September, 1889, at Noon, the Company's S.S. VOLGA, Commander FRASER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 11th September, 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE OHAMPEAUX, Agent.

Hongkong, August 30, 1889. 1689

## Intimations.

RAMBLE THROUGH SOUTHERN FORMOSA.

By Mr. G. TAYLOR.

This Article, which has been reprinted from the China Review, contains one of the best Sketches of Formosa Life yet written. A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, 3/- at Messrs. LANE, CRAWFORD & Co.'s, and Messrs. KELLY & WALSH, LIMITED, Hongkong; also, Mr. N. MOORE, Amoy.

Hongkong, March 3, 1888. 363

## NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES, Reprinted from 'The China Mail.'

WITH AN APPENDIX.

THIS PAMPHLET is now ready, and may be had at the

OFFICE of this PAPER, Messrs. LANE, CRAWFORD &amp; Co., and Messrs. KELLY &amp; WALSH, and Mr. W. BROWNE &amp; Co.

Price, — 50 CENTS.

## NOW ON SALE.

INDEX

TO THE

CHINA REVIEW

from

VOLUME I TO XII.

1.—LIST OF CONTRIBUTORS.

2.—ARTICLES.

3.—REVIEWS OF BOOKS.

4.—LIST OF AUTHORS REVIEWED.

PRICE, — 50 CENTS.

To be had at the China Mail Office, Messrs. KELLY &amp; WALSH, Limited, LANE, CRAWFORD &amp; Co., Hongkong; and Messrs. KELLY &amp; WALSH, Shanghai.

## RAIL PROGRAMMES FOR SALE.

IN NEW GRASSES AND PATTERNS.

'CHINA MAIL' OFFICE, 2, WYNDHAM STREET.

NOW READY.

PRICE, \$1.00.

JAPANESE CHINESE FAMILY LAW

By R. H. PARKER.

Can be obtained from KELLY &amp; WALSH at Shanghai and Hongkong, at LANE, CRAWFORD &amp; Co., Hongkong, and at the China Mail Office.

## PUBLICATIONS.

'CHINA MAIL' OFFICE.

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NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS, BY ERNEST F. EITEL, Ph.D., TURNER, THIRD EDITION, REVISED, WITH ADDITIONS. Price, — \$1.50. LANE, CRAWFORD &amp; Co. Hongkong, August 26, 1884.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour.

AMERICA, German ship, Captain B. BOWELL—Order.

HARVEST QUEEN, British ship, Capt. E. A. Forsyth—Russell &amp; Co.

OMEGA, British barque, Captain A. O. Brown—Gonsalves &amp; Co.

REPOREX, American ship, Capt. G. P. Spalding—Butterfield &amp; Swire.

ROBERT S. BURNARD, British ship, Capt. Andrews—Adamson, Bell &amp; Co.

SATSUMA, British barque, Captain A. G. Swenson—Edmond Schellings &amp; Co.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked L, near the Kowloon shore K, and those in the body of the Harbour H.

Shipping or midway between each shore are marked A, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Polder's Wharf.

6. From Polder's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From Kellie's Island to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

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## SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WATAMPOA.